

WARSAW WILL BE EVACUATED

MENACED ARE RUSSIANS NOW

By Occupation of Windau on the North and Teutonic Advance on Southeast. GERMANS ARE ADVANCING From Windau to Riga With Intention of Seizing That Seaport, a Naval Base.

LONDON, July 20.—The uppermost question concerning the eastern campaign now is when Warsaw will be evacuated, rather than whether it will be given up. With virtually all of Courland in the hands of Field Marshal von Hindenburg and with the Austro-Germans across the Bug, continued occupancy of the Polish capital exposes the Russians to the danger of disaster.

Through Copenhagen comes a report of the occupation of Windau by the Germans. This menace to the Russians from the north is paralleled from the southeast by the advance of the Teutonic allies on the Lublin railroad, one of the chief arteries of communication with Warsaw.

The wisdom of abandoning Warsaw salient in favor of a straight Russian line daily becomes a more definite subject of speculation among the allies and Russian reticement from the capital before it is invested completely is predicted widely.

From Windau the Germans are reported to be advancing towards Riga with the intention of seizing that port and clearing the nearby seas of mines thus obtaining another naval base. All the glory has not gone to von Hindenburg, as his colleague, von Mackensen, is credited with the capture of Krasnostav.

On the western front the Germans apparently are content to maintain a series of sporadic attacks on various portions of the line. Paris claims the unsuccessful assault on the heights Germans suffered severe losses in an of the Meuse.

The coal strike is described in despatches from the mine field as being more hopeful today.

DETAILS OF THE SINKING OF AN ITALIAN CRUISER

ROME, July 20.—Details of the sinking of the Italian cruiser, Giuseppe Garibaldi, by an Austrian submarine were contained in an official statement issued here today. It says: "At dawn on the eighteenth a division composed of old cruisers approached the waters of Cattaro, bombarding and seriously damaging the railroads of the locality, while other warships acting against Gravosa destroyed a machinery depot, the barracks and several other military buildings and landed a party which made a reconnaissance in the island of Giuppana. Enemy cruisers, which had taken refuge at the Cattaro base did not come out from the port. While our ships were drawing off they made an attack by submarines and the Giuseppe Garibaldi, after avoiding the first attack was struck by a torpedo and sunk. The crew preserved discipline and behaved with coolness, shouting several times 'Long live the king' before jumping into the sea, in obedience to orders. Most of them were saved."

The statement continues: "Among the most remarkable aerial operations must be cited the bombardment by one of our dirigibles on the seventeenth of Trieste. The technical establishment was badly damaged in the previous raid of the fourth. This time bombs thrown on these workshops started a fire so extensive as to be visible twenty miles away. Our seaplanes dropped bombs on Austrian destroyers at Pola. Two other seaplanes bombed the battery near the Salvatore lighthouse on the fourteenth. One of our dirigibles bombed with excellent results the Trignano station and Trieste railroad yards at Monfalcone on the sixteenth. On the seventeenth an enemy seaplane belonging to a small squadron, which flew over Bari, was captured with two officers."

ITALIAN WAR FORCES ARE MAKING BIG GAINS

GENEVA, via Paris, July 20.—Despatches to the Tribune say that large gains have been made by the Italians since July 16. According to these advices the Austrians have lost more than five miles in Cadore and lesser distances in Carnia. The Austrians have recaptured two positions near Tolmino and north of San Lucas.

GERMAN SUCCESSES ALL ALONG BATTLE LINE

BERLIN, July 20.—Important successes for the Teutonic allies all along the battle line in Russia from the Baltic sea to Bukovina were claimed in an official statement issued today at the German war office. The army of General Gallwitz is said to be standing in force on the Narew line at a fortress which protects Warsaw only ten miles from the Polish capital. With the capture of Windau the Germans have come into possession of another seaport of the Baltic and are within a few miles of Riga, seat of the gov-

BICYCLE RIDER IS HURT IN COLLISION IN SAME STREET

BRIDGEPORT, July 20.—Mrs. Martha Daugherty, of Clarksburg, was a recent guest of the Rev. and Mrs. F. M. Gardner.

Mrs. McNemar, of Morgantown, was a recent guest of her sister, Mrs. John Moore.

Mrs. Martha Kester, of Clarksburg, is visiting her sister, Mrs. James Harmon.

David L. Jones, of Hastings, was a recent business visitor here.

Miss Cora Chorpene, of Clarksburg, was a recent guest of her mother, Mrs. Sarah Chorpene.

Mr. and Mrs. Scott Heckert are the proud parents of a bouncing baby boy.

B. C. Teter is a business visitor at Buckhannon.

Master Chester Ocheltree, of Vandalia, is a guest of his uncle, Ralph Jones.

Mrs. Sabra Sutton is visiting her mother, Mrs. Jennie Gum, of Simpson.

Mrs. Seymour Bartlett is a guest of her father, Peter Wilson, of Boothsville.

Kelso Pell, of Clarksburg, has returned after spending sometime here at the bedside of his brother, Clark Pell, who is recovering from a serious illness.

Valerie, the little daughter of Mr. and Mrs. Robert Willis, is still quite ill.

Mr. and Mrs. Roy Peshak and Mr. and Mrs. Hartor Stout motored to West Milford Sunday where they were guests at the home of Mr. and Mrs. Nathan Boring.

J. H. Hendrix has returned from an extended visit to relatives in Roanoke county.

Aubrey Barnes was a recent business visitor at Meadowbrook.

Mrs. R. E. L. Stout was hostess Saturday to a beautifully appointed 12 o'clock luncheon with Mrs. C. H. Warner and daughter, Miss Kathleen Warner, as honor guests. Covers were laid for the honor guests, hostess, Misses Isadore Stout, Dale Stout, Elizabeth Warner and Pauline Stout.

CERTAIN STORES

Are to Handle Seed Rye, Commercial Fertilizer and Cut-away Harrows.

Arrangements have been made with Messrs. Hedges and Oyster, of Lumberton; Michael Brothers, of Dola; Westley Steele, of Salem; and the Lost Creek Fertilizer Company, of Lost Creek, for handling seed rye, commercial fertilizer and cutaway harrows for the farmers of Harrison county.

Anyone needing any of the above named articles will do well to fill their orders promptly as these companies are hoped to make arrangements in the near future with other dealers to handle the articles named above.

NEW VOTE OF CREDIT.

LONDON, July 20.—A new vote of credit of \$750,000,000 was introduced today in the House of Commons. This second supplementary vote will bring the sum actually appropriated by parliament for war expenditures to the total of \$2,350,000,000.

W. Ralston Shaw, of Clarksburg, is here on a business mission.

Shameless is Waste Of Forest Resources

Last Eight Years With Practically Little or No Profit, Says Lumberman.

CHICAGO, July 20.—R. H. Downman, president of the National Lumber Manufacturers' Association gives the federal trade commission a statement of conditions in the industry which he represents, in which he said that the last eight years has been a period of "demoralization."

"Practically little or no profit has been made," Mr. Downman said. "At present any actual loss in the business is occurring, not only of profits, but an unavoidable, but, nevertheless, shameless waste of forest resources. The railroads, one of the largest consumers of lumber, have not been in the market normally since 1907. The export business, which consumes ten per cent of the production, has practically ceased on account of the war. In the summer of 1914 building operations stopped by reason of financial conditions."

"All of these, coupled with uncontrolled output, contribute to produce the demoralizing conditions that have existed for a long period. Prices have gone to pieces, wage scales have been universally reduced and bankruptcy has overtaken many individuals in the industry."

Mr. Downman submitted data from commercial agencies, economists, the census reports and the forest review service in support of his representations.

CHILD BURIED.

Funeral services over the body of Josephine Ruben, aged four months, daughter of Mr. and Mrs. Toney Ruben, of Rosemont, who died Monday morning after an illness of a few hours, were held at the Ruben home Tuesday morning and the burial was in the Holy Cross cemetery here.

Young Ritter is Seriously Injured When Run Over by a Clarksburg Car.

SALEM, July 20.—A serious bicycle-automobile collision occurred here Monday night at the corner of Main and Valley streets. Kenneth Ritter, son of Mrs. Jane Ritter, was riding the bicycle with William Powers on behind. Passing an auto, the bicycle, from some cause, was suddenly turned to the left in front of the car. The car, which was running at a low rate of speed, crashed into the bicycle, pinning the boys under the front wheel. Young Ritter sustained a broken leg above the knee and a slight cut on the leg below the knee. Young Powers, while kneeling on the ground, was not injured and appeared to be but slightly injured.

The car was from Clarksburg and was driven by Messrs. Strohmider and Roberts. They appear to be entirely free from blame, as to the cause of the accident.

Early Tuesday morning the injured boys were reported to be doing nicely.

FRANK'S CONDITION

Is Good Under the Circumstances and He Spends a Restful Night.

MILLEDGEVILLE, Ga., July 20.—Physicians attending Leo M. Frank, whose throat was cut by another convict at the prison farm here Saturday night, said today that Frank was passing a restful night and that they considered his condition good under the circumstances. He is able to take nourishment, but attempts have difficulty in preventing him from talking.

Physicians attending Frank issued a statement at 9 a. m. saying Frank's temperature at that hour was 100, pulse 80 and respiration 20. Frank today was removed from the prison hospital to a private room.

MANY SILOS

Are to Be Built in Harrison County This Year by Farmers.

County Agent Zinn reports a good many silos were in Elk and Grant districts last week, where he visited twenty-four farm and held four meetings with an attendance of 140 farmers. Wherever he goes farmers seem to be interested in sowing cover crops in their corn and sowing rye for hay. Quite a large amount of seed rye will be used in Harrison county this season.

From the present outlook he believes that a least seventy-five silos will be built in the county. Five lime crushers have already been bought and others are being negotiated for. He will hold meetings as follows this week:

West Milford, Tuesday night, July 20.

Good Hope, Wednesday night, July 21.

Burnside school house Thursday night, July 22.

STANSBURY HERE.

H. A. Stansbury, athletic director of West Virginia Wesleyan College was a business visitor in the city Tuesday morning. In regard to the annual Thanksgiving Day football game between the state university team and Wesleyan, he said that all arrangements had been completed and that the contracts would be signed Wednesday.

CARLOADS OF DODGE CARS BEING SOLD

Standard Garage Company Has Quick Sale of New Machines.

That the Dodge automobile is a car of unusual merit is evinced by the fact that the carload of machines of this make which was unloaded at the Standard Garage last week have been sold and the manager, John B. Smith, Jr. has collected for everyone of these automobiles.

That the demand for this make of automobile is unusually strong is further evinced by the fact that within the next two weeks five carloads of Dodge cars will be received at the Standard Garage Company's plant. All of these cars will go to eager purchasers, who have been anxiously awaiting for an opportunity to get a Dodge.

It has been a considerable scramble among the automobile concerns of West Virginia as to whom should be the representative of the Dodge Automobile Company in the sales of its products and the fact that this honor was awarded the Standard Garage Company is very gratifying to the local concern.

The opinion of Niran Bates Pope, of Automobile Topics, is particularly valuable because of his complete knowledge of motor cars; also because he has no interest whatever in Dodge Brothers' car further than to give his readers a fair and unbiased opinion of it, is appropos and is as follows:

A Worthy Product.

The car really is worthy of Dodge Brothers. Disappointing, those who look for something flashy or overly sensational, it is a full grown car of 30-35 horsepower, with four-cylinder motor, 37-84 1-2 inch bore and stroke, and a wheel base of 110 inches. It sells for \$785, and is available in five passenger touring car form and as a two-passenger roadster.

Fully Equipped.

What distinguishes it and gives it its character is the way it is made, and the degree to which the possibilities of a car at \$785 have been developed, in point of commodiousness for the passengers, service, sturdiness, and general appearance. It is sold with everything that could be asked for in the way of equipment, including electric lighting and starting, one-man top, and windshield. There has been no skimping at one place in order to afford a flashy or eye-catching feature at another, and generous measure is to be seen in even the smallest details.

Roomy and Powerful.

With its tapering effect from the tonneau to the radiator and its well-knit, lowhung design, the car has even greater breadth and room and more of the large car qualities than the outside view indicates. In its general aspect it at once identifies itself as a car of a type that so large a portion of motorists want—a handsome, comfortable, medium-size car for five people, with plenty of room and plenty of power, and built to run for years.

So far as experience has shown that recognized requirements can best be met by what may be considered conventional practice, the conventional influence has prevailed, but whenever Dodge Brothers' methods of manufacture and the effort toward an improved effect have suggested departures and originality, there has been no hesitancy. Along these lines of development the car has evolved much that is original, but nothing that is extreme.

Has Perfect Stream-Line.

In form it meets the approval of stream-line advocates, having a graceful body without abrupt transitions. The radiator housing is of the straight front type with rounded top and edges neatly smoothed off, blending into the straight tapered hood. The radiator core is mounted in the housing in such a way that it is protected from all drafts and its only function is then to cool, thus giving freedom from radiator troubles. The cowl meets the body section in a sweeping flare. The side rails are straight, but have the effect of sloping very slightly upward to the rear and are topped with strips of durable pressed steel.

Comfortable Seats.

Wide doors lead to the high-backed comfortable seats, upholstered in leather of a grade that would do credit to any car. The back seat is forty-seven inches wide inside the upholstery, and the front seat is forty-one and one-half inches wide. The tonneau is carpeted and fitted with nickel foot and robe rails. The cushions are shaped for ease, with sloping seats and deeply tufted backs and ends. The front compartment like the rear, has an abundance of leg room, and the floor, like the running boards, is inlaid with covered. Left-Hand Drive and Center Control.

Left-Hand Drive.

Center control. Aside from the fact that the steering wheel is large, and the control levers within easy reach, though mounted far enough forward to permit crossing from one side of the car to the other, the first thing to be remarked from the interior is

STEAMER SUNK.

LONDON, July 20.—The British steamer, Polish Prince, has been sunk by a collision with the Lowther Range. One man was drowned, the remaining members of the crew being landed today at Barry by the Lowther Range.

EARLY MARRIAGES ARE CONDUCTIVE TO IMMORALITY

And Child Marriage Say Foundation for New Source of Vice and Crime.

SAN FRANCISCO, July 20.—Contrary to popular beliefs that early marriages are particularly conducive to morality, C. L. Redfield, of Chicago, addressing the International Purity Congress here today, declared that they were more conducive to immorality.

The biographies of the great men of the world, particularly the moral and religious reformers, furnished evidence, he said, that great men were the sons of old parents who had done much work. Confucius, who was born when his father was 71 years of age; Buddha, whose mother was 45 when he was born; Moses, whose three generations of ancestors spanned 185 years; and King David, who was the son of Jesse's old age, and who became the father of Solomon when 52 years old, were some instances he cited.

In contrast, in this age, in this country, he pointed to the widespread practice of marrying young—so young that in many states bridegrooms in knickerbockers and brides in short dresses were even recognized by law, and said:

"I say to you, positively, that these child marriages are laying the foundations of new sources of vice and crime. A campaign of education on the question of early marriages is urgently needed."

"Perhaps some of you think that to this delay marriages would be largely increased. The immortality among the unmarried. Heretofore you have based your judgment in such matters on common sense, but I am telling you now that there is a sound scientific reason, heretofore overlooked why such marriages are an injury to the race. The injury is not to those who marry, but to those who come after them. The product of those early marriages is the first step in the production of those forms of vice which we have upon our shoulders to eradicate."

Redfield was not asking that all marriages be delayed to the age of 25 or 30 years. That may or may not come in the future when we know more than we do now, but at present I am asking that we put a stop to the marriage of children—a stop to that kind of reproduction which breeds the mentally and morally unfit."

ADAMSTON MERCHANT

Passes Away after a Six Weeks Illness of Blood Poison.

S. W. Jackson, a well-known Adamston merchant, died at 5 o'clock Monday evening, after a six weeks' illness of blood poison. Mr. Jackson, who was 67 years old, had been engaged in the grocery business in Adamston for the last twenty years.

The deceased man is survived by his wife, Mrs. Susan Jackson, three sons and two daughters. The sons are W. T. and James J. Jackson, of Adamston and W. D. Jackson, of this city. The daughters are Mrs. Elizabeth Seaton, of this city, and Mrs. Beuna Yost, of Adamston.

The funeral arrangements have not been completed yet, but the burial will be in the Odd Fellows' cemetery.

EARL SHEETS

Of the State University Will Lecture in the Local Court Saturday.

Prof. Earl Sheets, of Morgantown, who has charge of the animal husbandry department at the state university, will deliver a lecture at the court house on July 24 on the subject of "Cattle Feeding." Prof. Sheets will give the results of the tests made at the station in feeding silage, timothy and clover hay and grain; also results from feeding in barns and in open feed lots. Mr. Sheets is a product of Harrison county and a man whom every farmer should be proud. It is earnestly hoped that a large attendance of farmers will be present.

Big Automobile Races At Norwood Park Soon

Eleven Contests Are Scheduled to Take Place There Saturday, July 31.

Edmund Denham, manager of Norwood park, Tuesday morning closed a contract with the Motor Racing Association of Pennsylvania for a big automobile race meet to be held at Norwood park Saturday, July 31.

The program for the afternoon's entertainment consists of eleven big events with eight high-power racing machines driven by well known professional drivers. The affair will be staged under the auspices of the American Automobile Association and will be the biggest one of the kind ever staged in West Virginia.

The following cars driven by well known and popular drivers will compete in the different events.

Packard Greyhound, driven by Charles W. Johnson, winner of the Uniontown hill climb.

Niney Simplex, driven by I. P. Fetterman; this car ran second in the Uniontown hill climb contest.

Beaver Bullet, driven by G. B. Gardner, a car with an international reputation; this car finished seventh in the 1914 Indianapolis 500-mile race.

The Yellow Kid Buick, driven by Roy Stantz, also a contender in the

WILSONS OUTLINE OF HIS NEW NOTE

To Germany in Response to Berlin's Last Answer to the American Note.

IS LAID BEFORE CABINET

No Manifestations of Tension in Official Circles at Washington Now.

WASHINGTON, July 20.—President Wilson laid before the cabinet today an outline of the new note to Germany, in response to Berlin's last answer to the American note on the sinking of the Lusitania and submarine warfare.

No announcement of any kind was made at the White House, where it was indicated that the character of the note had not yet been finally determined.

There was no manifestations of tension in official quarters, the confidence prevailing that in the absence of any new violation of American rights the situation would not become immediately dangerous.

It is not certain, however, that any reference to the Orduna case will be made in the new American note.

SHOT FIRED

When a Few Men Insist on Going to Work at Plant Where Strike is On.

NEW YORK, July 20.—Virtually every workman employed by the Standard Oil Company at its Conestoga Hook plant in Bayonne, went on strike today. There are now about 5,000 men out. At the adjoining Tidewater oil plant the men are still at work, but they are said to be restless and the strikers say they soon will join them. If they do the entire production of oil and gasoline will stop.

There was some disorder at the Standard oil plant this morning when a few of the men insisted on going to work. Some shots were fired but apparently they were intended only to add to the noise and excitement, as no one was reported hit. The police made six arrests. The strike puts an end for the time being to the loading of case and barrel oil for Europe.

STRIKE BEGINS

At the Plant of the Remington Arms and Ammunition Company at Noon.

BRIDGEPORT, Ct., July 20.—Approximately 1,000 machinists went on strike this afternoon at the works of the Remington Arms and Ammunition Company and four sub-contractors. The men walked out at their lunch hour and the labor leaders asserted they would not go back. Plans were made for the men on strike to attend a mass meeting later in the day.

CIGARET STUB

Or a Burning Match Believed to Have Started the Fire on the Oklahoma.

WASHINGTON, July 20.—The fire last night aboard the new dreadnaught, Oklahoma, is believed to have originated in wooden supports and other inflammable material in the magazine space between the two forward turrets. Reports reaching the navy department today said, officers thought it likely that a cigaret stub or a burning match had started a smoldering fire, which not discovered until night. Naval officials do not believe there is anything to indicate the work of an incendiary, either in the fire aboard the Oklahoma or in the recent fire aboard the New Jersey at the Alabama.

TO EXTEND SYSTEM.

CHARLESTON, July 20.—A contract has been awarded Board and Duffield for the construction of an extension of the Charleston interurban traction system from the city southeast to Montgomery, about twenty-five miles. Track has been laid on one mile of the line. It is planned to build four more miles this summer to Cabin Creek Junction.

AEROPLANES BOMBARD.

(By Associated Press.)

PARIS, via London, July 20.—The official announcement from the war office this afternoon says that a squadron of six French aeroplanes bombarded the station at Colmar, capital of upper Alsace. The aeroplanes returned undamaged.